

- TSWELOPELE MUNICIPALITY -

***SPATIAL DEVELOPMENT
FRAMEWORK***

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Map 4: Hoopstad / Tikwana Status Quo and future growth patterns and Zonings

Map 5: Bultfontein Phahameng Status Quo and future growth patterns and Zonings

1. INTRODUCTION

Tswelopele Municipality came into being on 6 December 2000, as a result of the amalgamation of the towns of Hoopstad/Tikwana and Bultfontein/Phahameng and the incorporation of the rural areas as demarcated by the Municipal Demarcation Board.

In terms of the rural area very little spatial differentiation is found apart from the higher density settlements along the irrigation scheme. Due to the low population density social amenities and community facilities are scarcely spread through the area.

The most predominant spatial feature of the municipality is however the two urban settlements of Hoopstad/Tikwana and Bultfontein/Phahameng separated by almost 60 km of commercial farmland. Both these towns developed over the last century as central place settlements serving the predominant rural farming area.

Both towns have a very well developed and well-planned urban structure. The structure, although once heavily divided due to apartheid planning philosophies and legislation have undergone visible efforts of spatial integration and densification since 1991.

One of the most visible spatial trends was the integration and the densification of the towns since it was heavily divided in the past as a result of the Group Areas Act. Since 1991 the integration of the former black and white urban areas was actively pursued. This have in many cases resulted in more cost effective bulk services and the more productive utilisation of these services and amenities. In the cases of both the towns the opportunities for further spatial integration is limited and it is expected that social and economic integration will further take place should economic conditions improve in these towns.

This integration was to some extent made possible by the rapid growth in the population over the past ten years. Especially Phahameng and Tikwana experienced a high influx of people. This was due to the abolishment of the apartheid legislation aimed at controlling the movement and settlement of African people. Further to this the loss of jobs in the farming sector due to a variety of reasons contributed to the growth of these areas. Although the growth of these towns has stabilised the supply of housing did not keep up with the demand and huge housing backlogs exist in Phahameng and Tikwana. This as well as disparities and backlogs in service levels and provision needs to be urgently addressed.

The provision of land for social amenities and community facilities kept up with the rapid growth, but funding is still a problem to develop these facilities. Future development areas should be identified and bulk services planning done accordingly to accommodate any future growth

Another, although less visible but just as noticeable trend was the establishment of home industries and people working more and more from their homes as a result of

improved information technology. This trend is especially evident in the former white towns of Bultfontein and Hoopstad.

In future it is expected that densification of the towns of Hoopstad and Bultfontein might take place in order to make more productive use of municipal infrastructure. It is not only relevant to the residential component, but especially the business component.

Future trends with a spatial impact for example HIV/AIDS needs to be carefully monitored and planning should take place accordingly in a pro-active and holistic manner.

2. LAND-USE POLICY

2.1 Integration:

On a Municipal scale, the physical integration of the two towns is impossible due to the shear distance between Bultfontein and Hoopstad.

On a local level, the integration of former black and white areas are completed and there are only limited potential to further integrate these areas. This potential should however be pursued, given the availability of land and cost implication of services.

2.2 Urban Fringe:

The urban fringe / edge of both the towns are clearly indicated on the Maps. This demarcated line should be sufficient for urban development and the extension of urban functions and small holding areas for the next 5 to 10 years.

No significant prime or unique agricultural land is affected since most the land identified for inclusion within the urban edge is part of the existing jurisdiction areas of the towns and was also historically excluded from Agricultural Land defined in Act 70/1970.

2.3 Land-uses:

2.3.1 Residential

Tikwana:

Although the growth of the town has drastically slowed down over the last 5 years it is expected that it shall continue to grow, although less rapidly.

This gives an opportunity to identify land for urban extension and plan proactively. Possible areas for extension included the areas to the south and to the west of Tikwana Extension 2. These directions, although not excluded from the policy are less favourable due to the distance from employment opportunities and public amenities.

A more favourable area for development, should sufficient bulk service infrastructure be available, is the area to the north of the existing Tikwana and the Wesselsbron road and west of the Bothaville road. This area also has an added advantage being the only area where development can aid

in the social integration of the communities. The crossing of the Wesselsbron road could create unsafe situations should public amenities such as schools not be developed simultaneously. Care should be taken in the planning of the area to create safe crossings and to liaise with roads authorities to decrease speed limits on this road.

Hoopstad:

A huge demand for new erven is not expected in Hoopstad and the new erven created some years ago south of the landing strip, known as Extension 10, are developing steadily and there are enough of these erven still vacant and available for the next 3 – 5 years. Densification of the existing erven should rather be encouraged through subdivision, taking into account the capacity and availability of bulk services.

Phahameng:

As in the case of Tikwana, Phahameng shall experience a steady demand for new erven over the next few years, although the massive demand that was evident during the 1990's have somewhat decreased.

New extensions of Phahameng are possible to the south and east of the existing town as indicated on the maps. A smaller area to the north-west of Phahameng along the Bloemfontein road also has some potential for development.

From an integration point of view, the area to the west of Phahameng and the south of Bultfontein, which is the site of the old Township, have the greatest development possibilities taking into account any land claims on this land, if any, and the availability of service infrastructure.

Bultfontein:

No demand for new erven was experienced over the past years and vacant erven are available. The densification of the residential area through subdivision should be allowed taking into account the capacity and availability of bulk services.

The residential dwellings situated partly on Erf 627 and partly on the municipal townlands should be subdivided and rezoned in order to rectify this situation.

2.3.2 Business development:

The areas identified as the Central Business Districts (CBD's) in Hoopstad and Bultfontein should be allowed to further densify. Urban renewal efforts should be supported in order to create viable and dynamic business areas. Rezoning of residential and other uses for business- and service industrial purposes within these demarcated CBD areas should be allowed given the normal rezoning processes.

In Bultfontein the extension of the CBD in a southerly direction towards Phahameng is possible, while in Hoopstad the extension of the CBD in a westerly direction towards the Hertzogville road is possible and desirable.

Apart from restricted business uses such as offices and professional services, rezonings for retail type business uses outside the CBD's should not be encouraged. However, if the need to rezone any property outside the CBD arises, applications should be evaluated on individual merit and based on sound planning principles and existing Council policies, if applicable.

The business components in both Phahameng and Tikwana are very weakly developed and should be allowed to extend where possible. Illegal business uses on residential properties should be given the opportunity to formalise if found desirable from an accessibility perspective and the adherence to other planning standards in the applicable Land-use Management Scheme and given the normal rezoning and consent-use procedures.

2.3.3 Industrial:

The industrial sector in both towns has the potential to extend substantially given the available vacant industrial land.

Amendment 1/2005.

With the proposed ethanol plant and other related industries the need for a Heavy Industrial Area is high. The type of heavy industries envisaged settling in this area will be ethanol and agriculture related.

No heavy manufacturing on a large scale is envisaged.

The heavy industrial area should be situated on the eastern boundary of the town and should be separated from the residential area of Tikwana by a transitional area of and service-industrial and industrial land uses.

Provision should be made for all types of industrial uses as the need arises, to encourage job creation in this sector.

In Bultfontein the Industrial area between Bultfontein and Phahameng can be extended in a Northerly direction to include the area between Diamand Street and the current industrial area. Some industrial and service industrial uses already exist on this piece of municipal townlands and can be formalised in the future.

The Industrial area comprising the grain silos and the immediate vicinity west of the railway line can be intensified and extended in a westerly and southerly direction.

2.3.4 Educational and community facilities

Educational and community facilities are sufficient in Bultfontein and Hoopstad and although more than adequate provision has been made in Tikwana and Phahameng a lack of funds still prevent the further development of these facilities.

2.3.5 Parks and Open Spaces

In general, parks in the urban areas should not be subdivided without a formal study to determine the impact on the neighbourhoods, given standard ratios for the provision of these amenities.

Open spaces with no formal function as that of public places can be utilised for more suitable and productive land-uses if found desirable to do so.

In Phahameng and Tikwana instances do exist where Parks and portions of parks are used for informal residential purposes. This situation must be rectified and if the families involved cannot be relocated the situation on the ground must be formalised by means of subdivision and rezoning.

2.3.6 Road Network

The road network in the Municipal Area is sufficient to accommodate the current traffic and movement patterns.

A continued process of upgrading and maintenance is however necessary. The upgrading of main routes in Phahameng and Tikwana should continue.

2.3.7 Cemeteries

Both urban areas in the Municipality should investigate possible new cemetery sites given the changes in mortality rates.

The situation is however more urgent in Phahameng and it is expected that the current cemetery will reach full capacity within the next year. An investigation must be undertaken to determine a suitable location.

2.3.8 Refuse areas

Waste disposal sites in both Hoopstad and Bultfontein should be sufficient for the next 3 – 5 years. Suitable sites must be earmarked timeously thereafter.

2.3.9 Small holdings

Both the small holding areas in Bultfontein and Hoopstad can be extended within the boundaries of the Urban Fringe.

Small Holdings should be used exclusively for extensive residential purposes and/or intensive agricultural purposes. The use of Small Holdings for high impact business and industrial purposes should be discouraged and only compatible uses provided for in the new Land-use management scheme should be considered.

2.3.10 Rural areas outside the urban fringe.

- Prime and Unique Agricultural Land

No development should take place on areas deemed to be prime or unique agricultural land as determined by the Department of Agriculture. Any development must be evaluated on a “per application” basis and evaluated on merit.

- Leisure residential and resort development

These types of developments may be allowed in areas of environmental significance or scenic beauty provided that the development conforms to the Policy of the Provincial Government in this regard.

- Other uses on farmland

Any development of non-agricultural uses outside the urban fringe should be treated on merit and within the context of existing policies and legislation. Care must be taken that these types of developments must not negatively impact on the environment or agricultural production in general. Agri-industries and the beneficiation of primary agricultural products should be encouraged in order to create wealth in the rural areas.

The development of community facilities for the rural population should further be encouraged.

2.4 General

The Spatial Development Framework (SDF) remains a strategic Guideline Document with its soul purpose to guide decision-making and investments decisions on a strategic level.

Due to this level of planning no provision was made for individual changes in land-use down to the level of individual properties. This level of planning does however state the principles that should guide development in the municipal area in general.

Since this level of planning cannot anticipate all rezoning and removal of restrictive Title Conditions applications that could and may arise from individual needs and private sector investor decisions, the SDF should remain a strategic document and all applications should be evaluated on individual merit and based on sound planning principles and existing Council policies, if applicable.

The location of projects either identified or initialised by the IDP process or identified and initialised by private entrepreneurs are not position specific. Some projects require detailed investigations as part of the execution, to position the projects optimally. Projects should thus be located where it is most feasible based on sound planning principles.

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